



# SOUNDINGS

PATRON H.R.H. THE PRINCE PHILIP  
DUKE OF EDINBURGH

**THE NAVAL ASSOCIATION OF CANADA - OTTAWA**  
C/O HMCS *Bytown*, 78 Lisgar Street, Ottawa, Ontario K2P 0C1  
<https://nac-o.wildapricot.org/soundings>

*First objective in Ottawa Branch Bylaws*

*“Make all levels of Government and the general public clearly aware of the vital need for, and value of adequate and effective Maritime defence forces to protect and further the interests of Canada.”*

54.01

“Trying the depth of the water and the quality of the bottom line....”

May 2018



In 1990 in Vladivostok, LCdr Tim Addison with two officers from the host ship seen in the background, the *Sovremenny*-class destroyer *Boyevoy*. See the cover story starting on page 5.

- ▶ **Canada is increasingly a maritime nation, becoming ever more dependent on the seas for its prosperity, security and standing in the world.**
- ▶ **A developing maritime nation must take steps to protect and further its interests, both in home waters and with friends in distant waters.**
- ▶ **Canada therefore needs a capable and effective Royal Canadian Navy.**





## From the President

By Barry Walker



Spring has arrived, although you would not know it from the weather this evening as I write this. At least the daylight lasts until well past 19:00 now, but some warmth would be welcome to clear the last of the snow away and to let the trees and flowers start to blossom.

Since the last edition of *Soundings*, the branch has successfully hosted five speakers evenings which have seen exceptional levels of attendance. We had standing room only crowds at *Bytown* for presentations by **Cmdre Simon Page** and the Deputy Minister of National Defence, **Jody Thomas**, and the extra space available at the Chief's and PO's mess was well used for **Vice-Admiral Ron Lloyd's** presentation last November. Photos of these events appear in this edition of *Soundings*. We have also hosted two extremely successful social events - our Fall Super Event and a special event to honour **Jim Carruthers** for his outstanding work in support of NAC.

Planning for the 2018 Battle of the Atlantic Gala is now underway under the leadership of **Dave Forestell** and **Tim Addison**. This year's dinner will take place on Thursday, 3 May, at the Canadian War Museum, and tickets are still available online at <https://nac-o.wildapricot.org/boa2018>. Ticket prices remain unchanged from previous year at \$100 per person.

In October, I, with several other members of the branch, attended the National Annual General Meeting and Conference in St. John's. A new national board was elected, including Ottawa Branch member **Ian Parker** and myself. Ian has taken on the responsibility of Director, Naval Affairs and will be implementing the strategy approved to raise awareness of the continuing need for a Royal Canadian Navy. This NAC effort includes the hiring of contract staff to research naval issues and write position papers, essays and opinion articles for publication. More

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information about the program will be published in the upcoming edition of the national *Starshell* magazine.

Looking forward, the end of the NAC year is coming quickly. The Branch AGM will take place on the first Monday of June, and you will be asked to elect a number of new directors, approve our financial reports, and appoint a financial reviewer for the year. You will also have the opportunity to review the detailed reports provided by the board and to ask questions and provide your suggestions for future activities to be undertaken by the branch. The NAC National AGM will take place by electronic means on June 15th - stand by for further details on how this will be carried out.

In closing, I'd like to thank **Tom Riefesel** for his service as Branch Secretary over the past year. Unfortunately, Tom is unable to continue in this post, which is now vacant, I would encourage each of you to consider if you are able to help the branch to continue its work by taking up Tom's mantle and pen. It takes many hands to ensure that we continue to have a viable program each year. Best wishes to all! **S**

## BRANCH MEMBERSHIP REPORT

By Gerry Powell



The Ottawa Branch saw a small decline in membership numbers through last year but remains in a strong position. As well, since the roll-out of our new membership management system last Fall, there has been much progress on our two principal goals for the first year – improved efficiency and improved currency/accuracy of member contact information. An update on our membership status and the progress with that transition will be highlighted in this report.

The challenges with membership numbers noted in the last report continued to the end of 2017. However, we also welcomed many new members, with the result that the Branch maintained its strength of 433 members at the end of the year. About 77 % of the membership are regular members, while the remainder are evenly split between the Honorary/Life and the Introductory members. A more detailed breakdown of the membership over the last few years is provided in the table below. Sadly, another four members have crossed the bar since the Fall report – two in late 2017 for a total of 17 last year, and another two since the start of 2018.

As expected, the number of Naval Cadets in our compliment saw a correction since the last report with the departure of many into the fleet in the Spring and the intake of a new class in the Fall. The Branch continues to support a strong relationship with Naval Cadets with introductory memberships while they are at the Royal Military College. This year, that will include a visit in May to meet with them as a group in Kingston. Ideally, our efforts will contribute to a stronger bond with the naval family they are joining and a better awareness of the maritime affairs they will be facing.

The transition to our new membership software system continues. There were a few challenges to overcome in the beginning as the site and its structure proved difficult to navigate

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for many. Several improvements were implemented to assist moving through the website. As well, the transition was significantly aided with the renewal campaign and with experience as members started using online event notification and registrations to advantage. Attendances at our Speaker Events and Super Wednesday Events have been excellent, and registration for the Battle of Atlantic Gala is progressing well. Recruitment of new members has also seen an improvement as almost all members now enroll directly online, with immediate effect. Last year, our members donated over \$3,100 to our three charitable funds, largely in conjunction with their renewal submissions. The ability to now donate online, whether as part of renewal or separately, is proving increasingly attractive.

Currently, 83% of our members with email have registered with their accounts. The number of profile updates is increasing as members keep their preferences and contact information up-to-date. There will always be several members who cannot use online services for a few reasons, but that has not hampered their membership support. As well, several members do not use their email regularly. There is room for further progress.

Lastly, there are a few members that do not appear to be opening their email, and it is possible they have moved. This last point is an important consideration. With the manual systems of the past, conditions of "lost contact" could invisibly persist for prolonged periods with little consequence. With the deliberate linkage exercised regularly in our current online membership arrangement, lost contact is identified rapidly and resolved as soon as possible to maintain an accurate membership record. The Branch will continue to investigate these profiles.

The formal 2018 renewal campaign ran from mid-November until end March and was first significant test of the new membership system. Overall, it has proven quite successful. As of today, 81% of our members have completed their renewal, including those completed off-line. That is an improvement over the same point last year. Moving into 2018, while our membership total appears unchanged to date in the table, it masks the fact that there have already been a few non-renewals, offset by a matching number of new members.

I will be continuing a manual email effort until the end of June to reach the remaining 60 members yet to renew - or indicate their intentions otherwise. If you have not already done so, please complete your renewal as soon as possible. Please let me if you are not planning to renew your membership so as to expedite completion of the campaign.

If there are any questions or concerns with your membership support, on or off line, please send me a note to our mailing address or by email to [naco.membership@gmail.com](mailto:naco.membership@gmail.com). I would be pleased to assist. **S**

<b>NAC-OTTAWA MEMBERSHIP DATA</b>					
	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018 (as of 15 Apr)</b>
Honourary/Life Paid Members	73	67	60	50	<b>50</b>
Regular (local)	197	208	228	226	<b>226</b>
Regular (Out of Town)	58	60	68	69	<b>67</b>
Regular (Serving)	20	28	38	34	<b>35</b>
Regular (Spouse)	7	6	5	5	<b>5</b>
Introductory Members	6	5	13	0	<b>1</b>
Naval Cadets (at RMC)	19	37	54	49	<b>49</b>
<b>TOTALS</b>	<b>380</b>	<b>411</b>	<b>466</b>	<b>433</b>	<b>433</b>





## Ending the Cold War in Vladivostok

By Tim Addison

I recently discovered this personal narrative of the visit of HMC Ships *Huron*, *Annapolis*, *Kootenay* and *Provider* to Vladivostok in June 1990, just a year-and-a-half before the official end of the USSR in December 1991. Vladivostok had been a closed city with very few visitors from outside the region and virtually none from outside the Soviet Union. Since President Gorbachev had taken power five years previously, the city had gradually opened its doors to some commercial exchanges as part of *Glasnost*. The mayor of Dutch Harbour, Alaska and a delegation of businessmen had been in town the month before, but this was to be the first visit by a western navy in 53 years, and the first by large group of westerners since before World War II. I was a Lieutenant-Commander on task group staff and embarked in *Huron*. I knew I was a witness to history in the making.

The night before the Canadian Task Group's arrival in Vladivostok, *Huron* was buzzing with activity. The majority of the ship's company and the recently embarked HMCS *Naden* band were getting their kit organized, while the flats party was doing one final scrub down of the main passage ways and polishing all the brass. I noticed the excitement and the flow of adrenalin throughout the ship as each person went about his business. I was the Squadron Duty Staff Officer that evening and I turned in right after the Evening Brief to get as much kip as I could before what I knew would be a long and eventful day. The night steward shook me at 0145. I scrambled into my uniform and headed for the bridge to check the ship's position. We were just over 28 miles south of the rendezvous with the Soviet warship that was coming out to meet us, with no contacts ahead. Although the Officer of the Watch did advise that the EWCR had an intercept on a Soviet shipborne radar on the port bow about half an hour earlier. The night was black, the skies were overcast and I could see no sign of the moon. At about 0315 the OOW reported a lot of Russian spoken on the VHF radio much of it repeated several times and he suspected that perhaps the Soviets were trying to raise us. I went below and shook Commander Yaromyr (Yarko) Koropeccky, a Canadian officer of Ukrainian origin who had been assigned as a Russian language interpreter for this visit. An old hand at Soviet visits, Yarko had been to Leningrad in 1976 and was present when the Soviets visited Vancouver in 1978.

After giving Yarko and the Squadron Commander, Captain (N) Ted Heath, each a quick sitrep I returned to the bridge. It was 0340 and we had a radar contact at seven miles that tied in with the running lights of a vessel at red 15 closing. The vessel flashed its signal lamps at us and we assumed was our escort vessel. Just as Cdr Koropeccky came to the bridge a familiar voice came across the VHF circuit. It was Commander Richard Harrison, the Canadian Naval Attaché to Moscow. At 0400 as per his instructions *Huron* fell in astern of the Soviet escort vessel *Grisha* 331 and the Canadian Task Group started the transit into Vladivostok.

Capt(N) Heath came to the bridge just after 0500. In his usual intense manner he paced the bridge, consulted the chart and checked distances to go – all was in order. By 0530 the skies were beginning to clear, dawn was breaking and the islands at the harbor entrance could be distinguished. Shortly after 0540 the *Grisha* altered to the north and pulled in to the lee of an island for the boat transfer of harbour pilots, liaison officers and interpreters. A motor launch appeared and transferred the boarding parties to the four Canadian warships. A few moments later Cdr Harrison emerged through the hatch up to the bridge followed by three Soviet officers and a young man in casual civilian clothes. He introduced his guests to Capt(N) Heath and *Huron*'s Commanding Officer, Commander Errol Collinson. Greetings were exchanged, and the Soviets explained to Cdr Collinson and the Navigating Officer, Lieutenant(N) Bob Kline, that there had been some adjustments to the berthing plan. These details were in turn relayed to the other ships while the ships transited the shipping lanes following the escort vessel towards the harbour.

Just outside the harbour entrance *Huron* fired a 21-gun national salute, which was returned by the shore battery of Soviet Naval Infantry. This was followed by a 15-gun salute in *Soundings May 2018*





honour of the Soviet Pacific Fleet Commander, which was also returned from ashore. We then passed an impressive sight, a Soviet *Kara* Class cruiser, at anchor. Most of us on the upper deck were awed by the fact that we were passing within a few hundred yards of a vessel that up until that point we had only read about in intelligence periodicals and Jane's. Little did we know that within the hour we would be within feet of more of the Soviet's mighty fleet and that by the end of the week the majority of us would get on board one of these (what appeared to be) very impressive warships for a tour.

We then altered course to the northeast, towards the "Golden Horn" as it is locally known. Four small yard craft appeared, two on each bow, and we sailed up between them as they



◀ *Host ship's crews waving and cheering as the Canadian Task Group makes its arrival at Vladivostok. The banner says "Long Live the Soviet-Canadian Friendship!"*

paralleled our track, while the *Naden* Band played a medley of naval tunes. Each vessel had a bright red banner proclaiming a greeting of peace and friendship and their guardrails were manned with Soviet sailors each waving small Soviet or Canadian Flags. As we passed the first

shipyards and the commercial port on the port side I noticed that the water had a distinctive sheen to it and that there was a strong smell of diesel oil in the air. This smell was to remain with us for the remainder of the visit. As we neared the berths it became obvious that the water in the harbour was terribly polluted and covered with dirty brown sludge.

We steamed past dry docks with banners of welcome and people waving from the decks inside. As we approached we could see four Soviet warships in a Mediterranean moors (stern-first with the bows held off by anchors) adjacent to our berths. There was a crowd on the jetty of several hundred people, mostly in uniform, and many more in uniform and civilian clothes outside the gates and along the roadway beside a set of railway tracks. As the Canadian ships approached their berths the crowds began to cheer and wave Canadian and Soviet flags as did the crews of the four Soviet host ships already in position. These ships were the *Boyevoy*, a *Sovremennyy* Class destroyer commissioned in 1986, the *Tallinn*, a *Kara* Class cruiser of 1970s vintage, an older *Krivak II* frigate and a support ship.

*Huron* Mediterranean moored first with only a minor delay in gaining the final berth to ensure that she was in the correct position that the Soviets had earlier indicated. Then *Annapolis* under the command of Commander Art Vey dropped her anchors, turned and backed in smartly alongside *Huron*. The Soviets later apparently remarked that they were most impressed with Art's well-executed alongside. Next *Kootenay* moored in position alongside *Annapolis*. By now the crowd had swelled and the Soviet band members who had been playing ashore were now putting out their own repertoire of marching and naval songs. The *Naden* band had been silenced when *Huron*'s first line went across to the jetty so as to avoid distraction during the difficult Mediterranean mooring.







◀Annapolis manoeuvres to Mediterranean moor adjacent to Huron.

Within a few minutes the brow went out from the stern and Commander MARPAC Rear-Admiral Peter Cairns was the first Canadian Officer to step ashore on the freshly paved naval jetty, to be greeted by our Soviet Navy host Admiral Khvatov. RAdm Cairns inspected the Soviet Honour Guard, was presented with flowers and received the traditional Russian bread and salt from Admiral Khvatov. The bands began to play again and there was

a throng of activity as Capt(N) Heath, Cdr Harrison and the other ships' COs, Errol Collinson, Art Vey and Glen Davidson, all proceeded to the jetty.

► Commander MARPAC, Rear-Admiral Peter Cairns, is greeted by his Soviet hosts and the ever-present

Once this formal greeting was over and the ships had finished securing, RAdm Cairns, Capt(N) Heath and the COs set out on their first official call to Admiral Khvatov, followed by a call on the chairman of the Primorsky Region, V.S. Kutznetsov, and Mr. B Fadeev, the chairman of the Vladivostok Executive Committee (mayor). Meanwhile meetings commenced in the ships' wardrooms to confirm details of the four day programme with our Soviet hosts while ships' companies prepared for their first day of ship open to visitors.



By the time the official party returned, the Canadian honour guard under the command of LCdr Greg Aikins was formed up on the jetty for the return calls by the Soviets. They all appeared, led by Adm Khvatov and his ever-present interpreter Captain Third Rank Victor Yanin, who spoke perfect English. He later admitted to wearing 5 different uniforms thus far in his career, and naturally whom we suspected of being a GRU officer. Admiral Khvatov inspected the honour guard and then the Soviet official party repaired to *Huron's* Bridge for drinks prior to a buffet luncheon in the Wardroom. Later that afternoon they were given a VIP tour of *Huron*.

At about 1415, tour buses pulled up outside the gate to take Canadian sailors for their first look at the city of Vladivostok. The atmosphere on the jetty around the ships was like a carnival. Other Canadian sailors were walking ashore in uniform, in groups of two, three or four





only to be mobbed by groups of 10-20 Soviets stopping them to ask questions about Canada, our visit, our ships, what our first impressions were, *et cetera*. The local population knew who we were. News of our visit had been made public in Vladivostok about a month earlier and everyone was well aware of who the foreigners in white shirts with black pants were. Many youngsters had pins to exchange for our Canada pins. As well as pins I had a bag of bubble gum. As soon as I opened it I was swamped by about 20 kids all with their hands outstretched saying "give me please".



◀ Crowds gather on the jetty waiting to get a glimpse of the Western visitors. A Canadian officer is being mobbed by youngsters. The banner on the upper right says, "The Soviet Pacific Fleet greets the Canadian Navy", and note the Canadian flags on the upper left.

The bus tour proceeded uptown to the main square with the traditional monument to Lenin. Besides the statue

there were lots of citizens around and I was taken by the Soviet people and their surroundings immediately. At a distance I could have been in any city in North America. The locals were wearing western style clothing with lots of colours. Jeans and jean jackets were common among almost everyone except those in soviet military uniform. The giveaway was in the surroundings. The buildings were drab and poorly maintained, the paint peeling, the facades and mortar crumbling with age and a lack of maintenance. The buildings on the main street across from the city square looked like they had been built in the 1920s and 30s, and were badly in need of a facelift. The main street was wide enough for four lanes of traffic, but it was very dirty, and the traffic of cars, buses, trams and trolley buses (street cars) roared by, causing an incredible din and a tremendous amount of pollution. There were many cars, mostly Ladas, although I did see Nissans, Subarus and a few other European-looking models. They were all dirty and sped up and down the streets honking horns at each other incessantly as they weaved in and out around the buses and trolleys. There were no pedestrian crosswalks and you took your life in your hands to cross that main thoroughfare or any of the other streets for that matter.

We continued on our bus tour through huge areas of monolithic apartment buildings, all dirty and grey with peeling paint and the grime of the city's pollution. The two-lane and one-lane roads twisted and turned through what appeared to be a street system with little rhyme or reason, caused I suppose, by the hilly nature of the town and a lack of planning in its early development. The dirty pothole-filled roads took us out of town past a factory of sorts and a large complex that looked like a power station. I later found out that this was the steam plant which supplied steam heat to all the buildings in the city. It had three large chimneys that spewed out smoke at about the same height as three or four apartment buildings within several miles of the plant. Our next stop was at a lookout in front of three apartment buildings, green blue in colour, overlooking the ocean. The ocean spray, high winds and rain were taking a toll on these buildings too. The paint was peeling and makeshift enclosures around the small balconies were







◀ *With two young women as guides, Canadian sailors seeing the sights in Vladivostok's main city square.*

rotting and falling apart. The weather was extremely good that day and the breeze fresh. Many families had their laundry or bedding hanging out the windows to air.

As the convoy of tour buses pulled up to the lookout, people hung out the windows of their apartments to see the visitors. When they realized who we were they all began to wave and

shout greetings from their windows. We walked around and took pictures from the viewpoint and chatted with the tour guides who were all university students studying English. I took several shots of people on the "beach" below, sunbathing. The beach was nothing more than a rubble of boulders, broken cement and shale along the coastline. It was quite an eye-opener for my first look at a Soviet beach. I later found out that there were much nicer beaches on the other side of the city.

When I had first boarded the bus I took a seat and a young Soviet man asked me in broken but understandable English if I minded that he sit with me. I was eager to meet someone to ask them about the city so I welcomed him to sit down. I asked him if he was an employee of the bus company and he replied no, that he was a cadet at the Makarov Naval College, that his name was Vadim and that he was on the tour because his wife Victoria was one of the two young women at the front of the bus providing the commentary.

During the second stop I spoke to both Vadim and Victoria as they stood watching all of us taking pictures and I asked them if they would allow me to take their picture together. They agreed so I took a couple of shots of them and then introduced myself to Victoria. I told her that I was from a city named Victoria which pleased her a great deal. She later told me that when she was a child she used to look at atlases of the world of all the places named Victoria and that she had seen Victoria, Canada and knew where it was.

Back aboard the bus Vadim provided comment on all of the parts of the town that he knew something about. He told me about life as a naval cadet at the Makarov College. About half of the cadet population, according to Vadim are married and live ashore. Their daily routine is similar but shorter most days and their dress regulations are not as strict. They are allowed to wear civilian clothes most of the time, Vadim said, and military style haircuts are not as rigidly enforced as Royal Roads or RMC standards. The curriculum is more aimed at technologist training by our standards, but the cadets all receive a university level degree by theirs. Therein lies a fundamental difference in our navies (at the time). Their enlisted men are taught to operate equipment only, while their officers do all the maintenance and repair, whereas our men are taught both operations skills and maintenance.

The buses returned to the main part of the city and then wound their way up to the top of Eagle Hill, which looks out over the harbour and the shipyards. This was the highlight of the bus trip for me. The view was fantastic. I took a few photos as the ever present escort officers did not





◀ The view from Eagle Hill overlooking Vladivostok Harbour and the Soviet Pacific Fleet.

seem to mind us taking pictures of the city sights, including the harbour packed full of Soviet warships. In the foreground below we could see a Soviet *Kiev* aircraft carrier in refit and an *Ivan Rogov* landing ship in some sort of drydock. We could also recognize the intelligence vessel base across the harbour with a *Balzar* class and a *Primorye* class spy ship (AGI) alongside. (Interestingly, just last week on a Naval Alumni Facebook page a photo was posted

with a similar view and a comment on the AGIs across the harbour.) In the distance we could also see the Soviet *Kirov* class nuclear cruiser *Frunze* at anchor.

After the stop at the hill (which had one of the local universities on it), the bus wound its way down the streets back to the city below. On one section of road I saw some of the few weather-beaten, grey single-family dwellings in this city of apartment buildings, also very run down and in an advanced state of decay. The yards and alleyways between the houses were overgrown with weeds and filled with refuse. They were all very small by western standards, probably having only three or four rooms at the most. All the houses were old and crooked as if built piecemeal with whatever material was available at the time. Years of frost, ice and snow had contributed to this by twisting their foundations and walls until nothing was square. It was a rather depressing sight.

Back on board by about 1730, there was just time to grab supper, shower and change into my whites for the major social event of the visit, the Regional and Civic Reception to be held at the Vladivostok Hotel. At 1845 I headed out to the jetty to join the *Huron* officers waiting for the buses. There were still many people around, although the ship had been closed to visitors since 1700. The two buses were led by a number of staff cars with RAdm Cairns, Capt(N) Heath and the COs in them, as well as several containing our Soviet Naval hosts. The route took us past the Okean Hotel, which I recognized from the tour bus trip as a local landmark, and several other new looking but rapidly-deteriorating buildings. Maintenance or upkeep as we knew it did not appear to exist in the USSR. Buildings are erected, finished and painted once. Landscaping was evident in front of many of these newer buildings, but the weeds had taken over and everything had just generally been left to go to ruin. My thought was that no one bothered with upkeep in a world where the state controlled everything.

Once at the hotel we were escorted into a big open reception room with tables of *hors d'oeuvres* on large platters, and trays with glasses of what looked like Russian beer, vodka and champagne. The spread of food was excellent and for a few moments I was disappointed that I had eaten in the ship, but after several glasses of Russian Vodka I was glad that I had something in my stomach. The Soviets were very adept at keeping the glasses filled and several of the Canadians appeared to be fading quickly under the onslaught of toasts proposed by our Soviet hosts.

Most of our hosts were Admirals or Captains First or Second Rank. There were a few Captains Third Rank, which I would equate to Lieutenant-Commander. Regardless of rank they





were bent on friendship and getting to know us better by way of filling us in with vodka. I had several interesting conversations throughout the evening. The first one was with the young interpreter in civilian clothes I had seen so many hours earlier on *Huron's* bridge coming into harbour. He explained that he was a Soviet Naval conscript who was doing his three-year stint in the service before going back to journalism in which he had a degree. I kind of wondered about this young man throughout the visit. Although he was unobtrusive he had KGB written all over him, as did many of the others that I met throughout the visit.

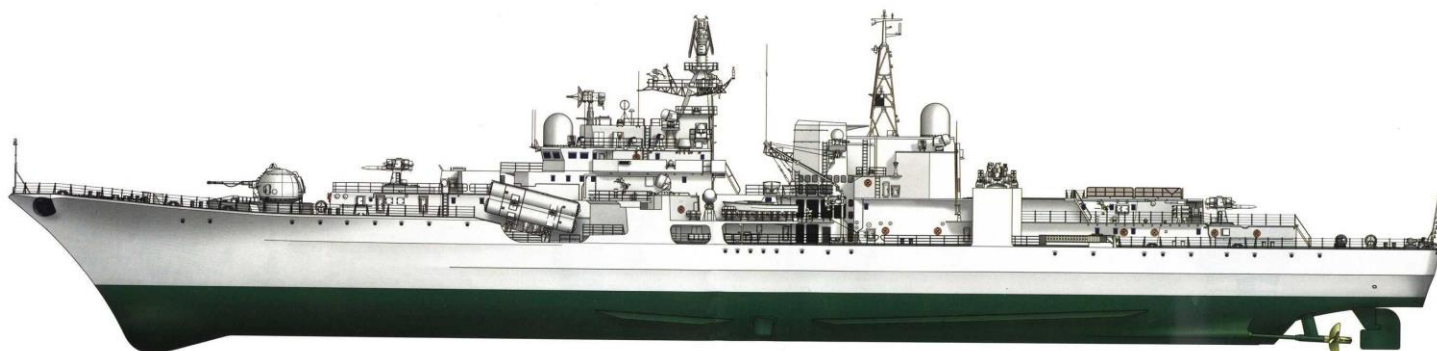
I also spoke to a Soviet Naval Infantry Admiral with a Hero of the Soviet Union Medal. He just about broke my arm when I reached out to point to it and ask what it was for. I also spoke with several other officers through interpreters. They asked general questions about life in Canada, family, parents, *et cetera*, with no pointed questions about the Canadian Navy. If they were gathering intelligence they were doing it very subtly. They were all very friendly and continually toasted friendship and peace, the end of tensions between East and West and continued good relations between the two navies.

As the reception wound down took a walk about the hotel entrance and reception area for a few minutes before re-boarding the bus. The hotel was obviously new, but the craftsmanship in the marble floors and staircases was lacking.

All in all, it was a very busy first day's visit.

The remainder of this narrative is in handwritten notes, which one day I must find.... I hope to craft a sequel in a subsequent Soundings.

*(By the Editor...Yes please Tim. We'd be particularly interested in your impressions of the Soviet ships you toured.)* **S**



▲ A Soviet Sovremennyy-class anti-aircraft and anti-ship destroyer circa 1990.  
Displacement 6,600 tons standard, 8,480 tons full load; max speed 33 knots; crew 350.







## Do We Ever Win?

By Gord Forbes

At a recent NAC-O meeting, I got talking to someone about defence procurement, and he lamented that every project seemed to go wrong. I told him that that was not always the case.

Having spent a good deal of my professional career on one side or the other of defence procurement, I got insight into a significant number of defence projects over the years. The experience included reviewing sixteen projects over an eighteen month period from all services. I saw both failures and successes. When it came to smaller projects, those less than \$100 million, the success rate was quite high. That is not to say that they didn't have some problems, but the management structure was good enough to still bring in the product successfully.

Since as Soundings readers we are all primarily interested in naval projects, let's concentrate on some of those. Ships built in Canada during World War 2 were all built to existing designs. Equipment was bought by the RCN and turned over to a shipyard to build. The requirement was for speed and a rapid build-up of the Navy. A similar concept was used to design and build the twenty ships of the *St. Laurent* and its derivative classes. Per ship costs for this program ranged from about \$35 Million per ship to about \$45 million for the last two. Costs quoted for per ship costs (as distinct from overall project cost) was the contracted cost to build one ship without support or infrastructure costs. The design was penned by the Naval Drawing Office and the equipment was bought and supplied by the Navy. When the DDH 280 Tribal Class ships were being planned, they were expected to be improved follow-ons from the *Annapolis* Class with a price tag of about \$55 million per ship. But, as one person told me, these were the ships that "grew like Topsie." The addition of a second helicopter, the switch to gas turbine propulsion (then in its infancy), and the development of a Canadian missile launch system all added to the cost. In addition, because of the world situation, cost overruns were rampant. The cost of each ship now soared to over \$260 million. Not only that but to find the extra money, the conversion of three ships slated for the IRE configuration was cancelled, the fitment of the Sparrow missile system to the two AORs was put on hold (and never done) and a significant reduction in the procurement of spares for the new ships was made. Not the most auspicious way to get new ships.

I was in NDHQ when the CPF project was being planned. I can remember Commodore 'Jock' Allan who had been the last Project Manager of the DDH 280 project and was then DGMEM, in reviewing how we had previously purchased ships saying, "We can never do it that way again." The idea of putting the entire procurement responsibility on industry was decided as the way ahead. The onus of the government and Navy was to define the requirements, operational, technical and contractual, that had to be met by industry and to carry out a fair competition to determine the winning bidder. The contract itself was fixed price. A cost and schedule was determined and put in the contract. This became the model for the next shipbuilding project, the Maritime Coastal Defence Vessels (MCDV). Moreover, the subsequent CPF project underwent a major update when the contract was amended to provide an additional six ships from the six that were originally contracted. Nonetheless, the original intent and design was maintained. The cost and schedule were updated in the contract.

I was directly involved on the industry side of the MCDV project. As with any contract, changes agreed between the government and prime contractor were made. Most of these were engineering changes to address minor design issues, which are common throughout such complex projects. These were funded by contingency money kept by both the contractor and the Navy. The final result was that the project came in on-budget and the last ship was delivered one month early. It was a success story that did not get much attention.

A few years later found me reviewing capital projects on behalf of ADM(Mat), as part of a team of project management professionals. One of the projects we reviewed was the CPF project,





which was then in the process of winding down after all of the ships had been delivered. This project had had a lot of publicity over the years ranging from disputes between shipyards to ships that were heavier than expected. Nonetheless, twelve very capable frigates were delivered on time. Not only that, but the entire project, including a contingency to rectify minor operational shortcomings, had come almost \$2 Billion under the budget allocated by the government. Another success had been achieved. This remarkable achievement was also not given much attention.

We often hear of the projects that have significant problems. Stories of cost overruns, missed schedules and even cancelled projects are fodder for the defence press. But the successes too often fly under the radar. This, of course, feeds the scepticism of those who ask, “Can’t we ever get it right?” **S**

## What’s in a Name?

By Pat Barnhouse

David Soule’s article on the origin of the word “Frigate” in the last issue of Soundings stirred up a couple of memories out of the past. I cannot vouch for the complete authenticity of the following two anecdotes, but here they are anyway.

First, several years ago I was doing research on the origins of HMCS *Bytown* Officers’ Mess for the first chapter of the mess history. It had crossed my mind that perhaps the Naval Board had at some time during its rather busy World War II deliberations taken time to discuss the creation of the mess. The naval team at Directorate of History and Heritage graciously gave me access to all the minutes of the Naval Board for that period. In the end, I did not come across any reference to the mess, but one particular entry caught my eye. The chief of Naval Staff, Adm Nelles was reporting on a recent visit to the UK and stated that he had convinced the Lords of the Admiralty to designate the then-building twin-screw corvettes as “frigates”. I’ve often wished that I was able to go to the British archives at Kew, look through the appropriate documentation and see if this claim could be verified.

Second, in the 1963 timeframe, the RCN was pursuing the design of the General Purpose Frigate as a follow-on to the Cadillacs. A new Liberal government under Lester B. Pearson had just assumed power and Paul Hellyer had been named Defence Minister. At that time, Robert McNamara had been named US Secretary of Defence with a mandate to bring in industrial management methodology and modernize the department. Hellyer with “modernization” ideas of his own hastened down to Washington for bilateral talks. There is a probably apocryphal tale that Hellyer asked McNamara what he thought of frigates, and the latter, thinking of the 5,600-ton *Farragut* class destroyer-leaders said they were too big, too expensive and not cost-efficient, with the result that Hellyer flew back to Ottawa and cancelled the GP Frigate.

*By the Editor: Pat, I’m old enough to remember that the USN originally believed that the Farragut-class were too large to be called destroyers, so they original called them “frigates”. The idea was to hide their size from Congress, which had recently banned the building of cruisers. They finally settled on the term “destroyer-leader”. **S***

## The Mack Lynch Library

By Gord Forbes, Library Custodian

Did you know that a lovely little library is located right downtown and is available to NAC and mess members? The Mack Lynch Library is located on the second floor of HMCS *Bytown* mess.

The library has over 1050 books including over 40 new additions since last fall. The library specializes in books about naval and maritime history, reference books (Admiralty Manual of Navigation and Admiralty Manual of Seamanship), RCN, RN and US Navy history and even a few fiction books.





I frequently review books for the NAC magazine, Starshell, and you will find most of these books in the library. So come on in sometime and browse around, and when you find something you would like to read, just sign the book out in the three-ring binder by the window.

If you have any questions or books to donate, let me know at [jgf@rogers.com](mailto:jgf@rogers.com).

*By the Editor: Thanks Gord, for looking after Bytown's gem of a library. I noted your call at the recent NAC-Ottawa meeting that you'd appreciate hearing from volunteers to help with the annual cataloguing of the collection. Hey, it'd be a great way to find out what's there! S*

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## Awards



◀ NAC-O Branch President **Barry Walker** (right) presents **Steve King** with the NAC Bronze medallion in recognition for his service to the branch as the long-running Membership Director.

▶ **Barry Walker** presents **Tim Addison** with the NAC Silver medallion in recognition of his service to both the branch and NAC National, particularly his crucial contributions to the organization of naval conferences and BOA Galas.



◀ **Barry Walker** presents **Nick Leak** with the NAC Bronze Medallion for all of his work and success in branch communications and the coordination of parades, ceremonies and the BOA Gala.







◀ Flanked on the left by outgoing NAC National President **Jim Carruthers** and on the right by NAC-Newfoundland and Labrador **Ed Williams**, NAC-Ottawa President **Barry Walker** is presented with his NAC National Silver Medallion by outgoing National Chair of Maritime Affairs **Dan Sing**. The ceremony was held in the storied Crow's Nest Officers mess in St John's on the occasion of the National Annual General Meeting in October 2017.

► The NAC-Ottawa monthly meeting on 4 December 2017 was the opportunity to present past Historian of the Navy and past NAC-Ottawa President Dr. **Richard Gimblett** with his NAC Gold Medallion. When he was vice-president and then president of the branch, Dr. Gimblett was instrumental in launching, among other initiatives, a seminal study on the state of membership and direction of NAC as a whole, a study that led directly to the revitalization of the association and its present-day success. He has also been a prime mover in bringing the history of the RCN to life for all Canadians and in ensuring that NAC contributes significantly to the preservation of Canada's maritime heritage. **S**





## Guest Speakers



◀ In November 2017, VAdm **Ron Lloyd**, Commander of the RCN, provided an interesting and informative presentation on the state of the Navy and the way ahead for a number of crucial issues.

▶ In December 2017, the Branch welcomed Gen (Ret'd) **Walt Natynczyk**, Deputy Minister of Veterans Affairs Canada, with a certificate and a copy of *Salty Dips* in appreciation of his informative talk on where Veterans Affairs stands and the way head for the support of all military veterans and their families.



◀ Branch President **Barry Walker** thanks Commodore **Simon Page**, Director-General Maritime Equipment Program Management, following his February 2018 presentation, "An Update from the Engine Room", a very interesting overview of the state of play and activities in his Division at NDHQ, focusing on recent engineering achievements in support of the RCN, materiel readiness of the Fleet, the recently-released RCN Strategic Plan, new innovations, partnerships and challenges.







National  
Defence

Défense  
nationale

◀ In March 2018, Branch President **Barry Walker** thanked **Jody Thomas**, Deputy Minister DND, for her engaging talk on implementation of the new defence policy - Strong, Secure and Engaged.

► In April 2018, Guest Speaker Commodore **Steve Waddell** is thanked by Branch President **Barry Walker** for his presentation on Naval Strategic Readiness Issues. The Commodore provided insight into the challenges the RCN faces and the directions under consideration regarding personnel recruitment, training, retention, occupation management and personnel policies, as the RCN prepares for the future Navy. **S**







## RMCC at the NAC AGM

By RMCC Naval Cadet Gavin Omand

Last October, I and NCdt Monika-Isabel Pinto Lee, were chosen to represent the Royal Military College of Canada (RMCC) at the Naval Association of Canada AGM and conference in beautiful St. John's, Newfoundland. Over the weekend, the two of us took part in a variety of social and educational events that gave us an incredible insight into naval culture, the marine industry, and the history of the RCN. For myself and Monika, opportunities like this do not come around often and any chance to leave landlocked Kingston for either coast is an absolute treat.

At the event we had the opportunity to take part in discussions on topics such as human issues in passenger ship evacuation, training for maritime operations in the Canadian Arctic, and offshore safety and survival training at the Marine Institute of Memorial University Newfoundland. In addition to the excellent briefings, we received tours of the multi-million dollar training simulators at MI as well as their firefighting and survival training facilities.

As you can imagine, we found these experiences to be captivating and informative, however as I sit at my desk back here at RMC and reflect, what really made the trip special was the time I spent with the members of the NAC. Over the four days, myself and Monika had the opportunity to meet and speak with veterans and industry leaders, dine with four Battle of the Atlantic Veterans, and drink a special 75th anniversary brew in the time capsule that is the Crow's Nest Officers Club. For a fourth-year naval cadet who is exactly 200 days away from his graduation (fingers crossed), getting to speak to those that have already seen and done it all gave me the kind of perspective that you just cannot get anywhere else.

Monika shared in my sentiments, saying:

"Now a week back from our trip to the NAC Conference, it is easily the most memorable experience in the past year. Our interactions with the presenters, members and guests have given plenty of insight as to what the NAC does for the RCN. I believe the most memorable quote of the experience was that "The NAC works for the betterment of the Navy, not under or for it, but for its betterment". This quote rings particularly true now, as both NCdt Omand and I will be leaving RMCC and joining the fleet next year. Our experiences this past weekend have given us a broader view at what it takes to keep our navy current and competitive. Having the experience of exploring the Crow's Nest and its history as well as St. John's gives deeper meaning to what it means to be part of the longest serving element. I look forward to visiting St. John's as a LogO in a few years."

We would like to extend the most sincere thank you to Capt. (Ret) Jim Carruthers and his lovely wife Gail. Without their generous donation, and interest in keeping naval cadets involved in functions of this nature, we would never have had an opportunity remotely like it. The both of us feel truly fortunate to have had the opportunity. We hope that the NAC can begin a tradition of having future naval officers from RMCC at this conference. **S**



▲ From left: Mrs **Gail Carruthers**, NCdt **Monika-Isabel Pinto Lee**, Capt.(Ret) **Jim Carruthers** and NCdt **Gavin Omand**, joined by Cdr **Steven Archer**, CO of HMCS Toronto.





## Also Heroes

By Gord Forbes

You know, they could be all around you. They may live on your street or in your neighbourhood. There are two on our street and two more who were once part of the group. You may run into them in the grocery store or the gym. They may be sitting next to you in the beauty parlour or the bus. Who are these strange creatures?

They are military spouses, that's whom. And in many ways they are the ones who also need remembering on Remembrance Day. They are the real heroines and heroes behind so many of our military personnel and veterans. I say spouses whereas some years ago I would almost exclusively have spoken of wives. But today there are military women who are supported by their husbands. But whatever the gender, they all must be remembered and honoured.

We see, of course, the Silver Cross Mother every year at the Remembrance Day ceremonies, representing mothers who have lost children to war. But we never see a Silver Cross Wife or Husband. Most people have no idea what it is like to lose a spouse in their young years, often with a family to raise and explain why Mom or Dad is not coming home.

But the real story is with the day by day and year by year experiences of these spouses who see a service member through an entire military career. They start the life with optimism and enthusiasm. Unlike the military member, there is no basic training for the spouses in their new life. They are not told how to withstand the long absences. They are not told how to react when they hear of death or disaster; how to tell the children why Dad or Mom can't be there for their school graduation; how to understand what often sound like inane or stupid orders from their spouse's senior officer; how to give birth without their husband anywhere nearby; how to support other military spouses when they need help; how to uproot their homes every couple of years because their spouse has just received a new posting. And they don't tell you that you will have to do this year after year for as long as your spouse chooses to stay in their military career.

*"The most remarkable thing about my mother is that for thirty years she served the family nothing but leftovers. The original meal has never been found."*

- Calvin Trillin

But the really amazing thing is that so many military spouses do all that and more. They run the household. They cook the meals. They manage the household budget. They pay the bills and do the shopping. They get the kids off to school every morning and get them to bed every night. They don't complain (much) when the biggest snow fall of the year arrives two days after their soldier or sailor deploys for the winter or for a year. They referee the sibling arguments. They get everything ready for the next move and then unpack everything at the other end. They attend the parent teacher interviews that you can't. They keep the small, daily disasters a secret from you when you're away. They don't turn to you for help when the furnace breaks down because they know exactly what to do, or know someone who does. They do this all by themselves because you are busy fighting terrorists or pirates or helping out in a natural disaster; because you are doing your job. And for some of them, the day comes when they have to tend to your damaged body or mind, or they have to arrange to have you buried. They truly are heroines or heroes. They deserve our praise because they allow your soldiers, sailors and airmen to protect your country. So when you shake the hand of a person in military uniform, give their spouse a big hug too.

So here's to Mary and Barb, Lynne and Verna and Pat and Monica and Bev and Marlene and Alice and Sue and Denee and John. God bless them all and so many more.

*"If the Navy had wanted you to have a wife, they would have issued one."*

- Numerous Navy Chief Petty Officers,  
when I was a young officer **S**





## REMEMBER

By Pat Barnhouse

### Active Members

**LCdr Gaston Joseph BRUNEAU, CD\*, RCN(Ret'd).** In Ottawa 16/03/18 at 86.

**LCdr Stanley DEE, CD\*, RCN(Ret'd).** In Ottawa 10/10/17 at 90.

**BGen(AFR)(Ret'd) Robin Laughlin HUGHES, CD\*\*.** In Kingston, ON 03/03/18 at 92.

**LCdr Russell Francis PASSMORE, CD\*, RCN(Ret'd).** In Ottawa 03/11/17 at 88.

**Capt Ronald Robert RICHARDS, CD\*\*, RCN(Ret'd).** In Ottawa 11/03/18 at 88.

### Others Known to Members

**LCdr Charles E. CARTILE, CD\*\*, RCN(Ret'd).** In Ottawa 07/03/18 at 82.

**A/Lt Timothy William Hulbert CREERY, RCN(R)Ret'd).** In Ottawa 20/10/17 at 88.

**PO1(Ret'd) Leslie Ann CREPIN (nee WARD), MMM, CD\*.** In Ottawa 31/01/18.

**LCdr(L) Robert Noble Edward HAUGHTON, RCN(R)(Ret'd).** In Ottawa 12/11/17 at 88.

**S/Lt Palle KIAR, RCN(R)(Ret'd).** In Ottawa 17/10/17 at 88.

**CPO2 Grant E. LYNCH, CD\*, RCN(Ret'd).** In Ottawa 23/03/18 at 82.

**LCdr(L) Clifford OWERS, CD, RCN(Ret'd).** In Ottawa 23/01/18 at 93.

**A/LCdr Richard Benjamin SORENSEN, RCN(R)(Ret'd).** In Manotick 11/10/17 at 88.







## The Archer Chronicles

By Richard Archer



I have had the privilege of being the Editor of *Soundings* since 2005, publishing the newsletter twice a year. For each edition I have found a personal sea story to include from my time in the Navy, as well as from before and after. I regret to report that it seems I have run out of yarns, at least those that don't involve some of the unhappier situations I have encountered. By far the unhappiest, for example, was my time as the Operations Officer of HMCS *Saskatchewan* when we were the flag ship of the Canadian Commander of NATO's Standing Naval Force Atlantic. (Yes, I was there when the quarterdeck pre-wetting was turned on during a formal reception in St. John's....)

For the record, below is a list of my yarns as published in *Soundings*.

Spring 2005 – **Exercise Teamwork 80 Part 1** – Sailing from Halifax in HMCS *Ottawa* as a member of the USS *Nimitz* battle group enroute to demonstrating war strikes into Soviet targets from the Norwegian Sea.

Fall 2006 – **Exercise Teamwork 80 Part 2** – More on the exercise, and the aftermath in Newcastle and Dublin.

Spring 2006 – **A Career-Defining Moment** – Chasing submarines, including a Soviet Foxtrot off the Straits of Gibraltar.

Fall 2006 – **Bull Fight** – As a sub-lieutenant in HMCS *Mackenzie*, my part in an expedition to, and participation in a bull fight in a town's baseball stadium up in the hills above Cartagena, Columbia.

Spring 2007 – **A Diplomatic Run Ashore** – As XO of HMCS *Ottawa*, my participation in the diplomatic visit to the Caribbean island of Grenada in support of the regional Canadian ambassador, as he had discussions with the socialist government led by Maurice Bishop.

Fall 2007 – **Drydocking Fun** – As XO and in the absence of the Captain, taking HMCS *Ottawa* into the tidal drydock at the Irving Shipyard in Saint John.

Spring 2008 – **Summer of '64 Part 1** – As an RMC cadet on third summer training, my adventures joining HMCS *Yukon* in Amsterdam and voyaging to Londonderry, Plymouth, and Las Palmas, Canary Islands, to participate in an RN-led exercise and to support at-sea trials of HMCS *Provider's* new replenishment system, before arriving in Halifax at the end of the ten weeks.

Fall 2008 – **Summer of '64 Part 2** – The second half of the summer, including a driving journey in a car to be delivered to a dealer in Vancouver from my home in Newmarket, ON, with virtually no money, but a lot of luck cadging rides with the air force for getting back.

Spring 2009 – **Full Power Trial** – In HMCS *Saskatchewan*, with the crew being most of those who experienced the HMCS *Kootenay* explosion and fire (save the engineering department), with me being the OOW during a full power trial across the fog-bound English Channel, in an attempt by the Captain to weed out those of the crew who might be unreliable due to PTSD.

Fall 2009 – **Hawaii** – My two years as the Current Scheduler with Commander Third Fleet staff in Hawaii, including my role as the senior Canadian officer on the islands.





Spring 2010 – **The Answer to Your Question About the Trees, Sub-Lieutenant, is “No”** – My (sometimes career-threatening) adventures as CO in turn of HMC Ships *Chaleur*, *Miramichi* and *Fundy*.

Fall 2010 – **Nuclear-Propelled Submarines** – My direct participation in the nuclear-propelled submarine project.

Spring 2011 – **The Russians are Coming** – Dealing with and accommodating the Russians when they expressed an interest in participating in one of my naval armaments groups at NATO HQ.

Fall 2011 – **9/11 Flashback** – 10 years after 9/11, my recollection of being at a NATO meeting in Stockholm on the day of the disaster, and how we dealt with it.

Spring 2012 – **Bonnie Days** – My short but active experiences in HMCS *Bonaventure* as an ops room officer, a memory as a sidebar to a *Bonaventure* memoir by the flight deck officer at the time, Larry (LT) Taylor.

Fall 2012 – **Jubilee!** – The experiences of Marilyn and me associated with the Queen’s Silver Jubilee, including an invitation to the royal garden party at Buckingham Place and an introduction to and a chat with the Duke of Edinburgh, plus the circumstances leading up to me being presented with the Gold and Diamond Jubilee medals.

Spring 2013 – **Bulgaria** – As a staff officer on the NATO Military Staff, my participation in the first NATO naval group meeting hosted by a Partnership for Peace nation, Cold War-torn Bulgaria, a meeting concerned with maritime environmental protection, no less.

Fall 2013 – **The Ovlov Saga** – How Marilyn and I, plus her brother and his wife, explored France, Germany, Austria and Italy in a virtually brand-new Volvo that kept breaking down on us, and finally had to be left with a dealer just outside Venice.

Spring 2014 – **A European Adventure** – As the head of the Canadian delegation to NNAG’s Special Working Group 6 on Advanced Naval Vehicles at NATO HQ, my and Marilyn’s adventures in Brussels and around Lahr, including an aborted take-off of the CF Boeing 707 when it blew an engine. We were forced to spend a few extra days in the Black Forest....

Fall 2014 – **My Cricket Career** – My experiences with cricket while at the RN’s Greenwich staff college and while on staff at HMS *Dryad*.

Spring 2015 – **How I joined the Navy** – The serendipitous path that led from my childhood in England to joining the RCN in 1960.

Fall 2015 – **Soft Power** – The work-up preparations of HMCS *Saskatchewan* in the Gulf of St Lawrence when I was the Operations Officer, including support to a boy scout expedition.

Spring 2016 – **Drum** – My role in the search for a missing American sailing vessel, including a short stint on CTV’s W5.

Fall 2016 – **My Swimming Career** – My struggles with learning to swim over my naval life.

Spring 2017 – **Poland** – My experiences, often accompanied by Marilyn, in support of NATO groups being hosted by their Polish members.

Fall 2017 – **Jayne Mansfield** – My run-in with Jayne Mansfield when she visited HMCS *Saskatchewan*. **S**







## Officers, Directors and Appointments 2018-2019

**Subject to elections at the Branch AGM  
June 5<sup>th</sup> 2018**

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Vacant

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## Naval Association of Canada - Ottawa

### Soundings

This newsletter was founded in 1982. It is published twice a year, normally in May and November, reporting on NAC - Ottawa programs and activities, trends and other matters of interest to its members. This and previous editions are posted on the branch web site at:

<https://nac-o.wildapricot.org/soundings>

A Directory is enclosed with each autumn issue as an aid to our membership. However, its accuracy depends on how up-to-date your membership profile is. With most members now on the Internet, communications within the Branch can be done quickly and easily - a magnificent medium for the rapid movement of information. Additionally, a current Membership Directory is now available to all members online. Please log-in to your membership account to update your profile, preferences, and options – most importantly your email address. When email messages are bounced, communications with you through the network you are automatically disabled. If not online, please advise your Membership Director,

**Gerry Powell** (see previous page), of any changes you need made to your profile.

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Contributions, input, feedback, ideas, anecdotes, naval signals, trivia, reminiscences, humour, salty dips, good and bad news items, comments and letters to the Editor are welcome and invited.

Submissions by email (preferred), telephone, mail, fax, CD or memory stick are welcome. Electronic document files should be converted to WORD format before transmission to the Editor. Images should be in jpeg format. Please remove all automatic formatting!

**Soundings** returns in November 2018. Please send contributions to the Editor by September 30th, 2018.

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